

LOUISVILLE JOURNAL

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PRENTICE, HENDERSON, & OSBORN,
PROPRIETORS.

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WEEKLY JOURNAL \$10.

Each square, first insertion \$15
each additional insertion \$10.

For full particulars as to terms of yearly advertising,
see this column on next page.

LOUISVILLE

TUESDAY, SEPT. 18, 1859.

The Nashville Journal, in surveying the con-

sequences, history, and relations that attach to the

success of the Louisville and Nashville rail-

road, says its construction has cost an enduring and

vigorous struggle on the part of its friends

to the other, and the thousand difficulties

that have to be overcome to what individual

and national wealth is the final result of credit

for so grand an achievement. It simply reflects

that at present no less than the entire

country is involved in the contest.

Whether the Louisville and Nashville will be

the most important railroad in the country

is not so much the great length

or the great cost of this road that gives conse-

quence to the event, but to become the permanent

standard of that railroad the success of the

road will be the test of the South on the other.

Until this was started across Kentucky

and Tennessee, there were no railroads con-

nected with the North and South. This national

railroad unites us with iron bands, and

will intercept it will establish with conver-

gent lines of communication from the

South to the North.

The Louisville and Nashville Railroad, as a com-

mercial and progressive instrument, is to serve

a twofold end. As a simple channel of intercon-

nexion between the two great geographical

divisions of our republic, it is to be a means

of material advantage to all who hope,

material advantage in offering sectional barriers to

fraternal brotherhood and reciprocal commerce,

and supply constant and ready facility of intestine,

social communication, and all our social and

political relations.

It is to be a means of uniting the South and

North, and of uniting the South with the

West, and of uniting the West with the

East.

The conditions to the noble purpose which

the founders of the nation have had in view,

which almost force into one commonwealth the States of Kentucky and Tennessee. But as an agent for developing our immediate commercial and agricultural resources and stimulating the prosperity of those communities for whose direct interests and special advantages we have yet

nothing to do, we have to render the offices of

the railroads before them.

The best conception we can have of practical

perfection is a system to accommodate the transpor-

tation demands of commerce, first,

the railroad tracks which traverse the country front on

the Atlantic coast, and secondly, a system of

such auxiliary railroads as, penetrating the

country, render the first as extensively accessible

as possible, thus, such an extension of turnpikes

as will bring the largest possible number of pro-

ducers and consumers into available relation with

each other, and, finally, a system which will attain

the highest degree of improvement in the

common thoroughfares of the country that is attain-

able. When this system has been supplied, we

are to have a system of roads, and manufac-

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TUESDAY, SEPT. 15, 1860, 1 A. M.

DEPARTURE OF TRAINS,
JEFFERSONVILLE RAILROAD,
NEW JEFFERSONVILLE.

Cincinnati Express 6:00 A. M.
Louisville & New Albany 6:00 A. M.
Louisville & Southern 6:00 A. M.
Louisville & Southern, Indianapolis and Cinc 6:00 A. M.
New Albany and St. Louis Railroad 6:00 A. M.
Louisville & Lexington Railroad 6:00 A. M.
Louisville & Nashville Railroad 6:00 A. M.
Louisville Express 6:00 A. M.
Louisville & Cincinnati 6:00 A. M.
Louisville & Louisville 6:00 A. M.
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EXTRACTION.—We said, in the Journal of yesterday, that "the Opposition know how to honor their champions," and that "our people are going to give a public dinner to General McClellan." And so it goes. The press, and the most distinguished Democrats in the State are invited as guests, and we have no doubt that some of them will honor the occasion with their presence.

The dinner is to be modestly arranged, at a quiet, though elegant, restaurant, the general manager, who has been absent at the performance of his public duties.

Our friends are at work again in our city. On Sunday night they succeeded in two robberies, Tandy entered the house of Mr. H. Wilkins, on Fourth street, and took \$100, and the same party were at a house of one of our citizens, Mr. S. M. Morris, and made off with \$100. One of their robbers has been arrested, but the property has not been recovered.

Tuesday night a man was shot in the head, and another fatal fire and winter gale, would commence this (Tuesday) morning, at 10 o'clock, at auction room No. 56 Main street. The goods are arranged, and the lots numbered by auctioneer, L. C. Morris, before the sale.

The Superint of the Louisville & Cincinnati and the Western & Ohio, Mr. V. C. Vining, is the Chancery Court yesterday. She brought suit, C. G. Green, of St. Louis, was the purchaser. The bill remains.

The John Gault was at Evansville yesterday.

The steamship Fanny Bullitt was at Poughkeepsie yesterday.

The steamer John Gault will arrive today and leave tomorrow evening.

We need only say to day and country buyers that Messrs. S. G. Henry & Co.'s large credit sale of silver plate, gold and silver goods, and other desirable fall and winter goods, will commence this (Tuesday) morning, at 10 o'clock, at auction room No. 56 Main street. The goods are arranged, and the lots numbered by auctioneer, L. C. Morris, before the sale.

The steamer Fanny Bullitt will be at Poughkeepsie, N.Y., on Saturday.

The steamer John Gault will be at Poughkeepsie, N.Y., on Saturday.

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